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INFORMATION REPORT

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CENTRAL INTELLIGENCE AGENCY

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COUNTRY
Poland, USSRSUBJECT
Road Data -- Sokal, Zolkiev, Mrubiesow,
Bel. and Vicinity

DATE OF DISSEMINATION

NO. OF PAGES

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SUPPLEMENT TO REPORT

25X1

THIS IS UNEVALUATED INFORMATION

1. A loose-surfaced, graded, all-weather road (No 903 on legend) ran from Sokal northwest to Mrubiesow via Bothowycow and Warus and also from Sokal south southwest to Zolkiev. Sokal is approximately 100 kilometers north of Lvov (Lwow). 25X1
2. The road was over eight meters wide and was constructed for heavy usage. The subbase of the road was gravel-sand and the base was of crushed rock. The top layer consisted of crushed rock surfaced with sand. The road was considered to be a highway (gosciniak). Shallow drainage ditches ran along both sides of the road. The road was periodically inspected and maintained by assigned workmen (szarad drogowy). The terrain northwest of Sokal was flat, while the terrain south and southwest of Sokal consisted of small rolling hills. 25X1
3. A loose-surfaced, all-weather road (No 904 on legend) ran from Bels northeast to where it joined the all-weather road (No 903 on legend), which ran from Sokal northwest to Mrubiesow. Bels is located approximately 22 kilometers south southwest of Sokal. Another loose-surfaced, all-weather road (No 901 on legend) ran from Krystynopol southeastward. Krystynopol is located approximately 12 kilometers south of Sokal. 25X1
4. The roads were over five meters wide and were constructed for heavy usage during the Czar's reign. The subbase of the roads was sand-clay and the road foundation consisted of crushed rock with a top layer of crushed stones surfaced with sand. Both roads were crowned for easy drainage and drainage ditches ran along both sides of the road. The roads were also periodically inspected and maintained by assigned workmen.
5. A number of loose-surfaced, dry-weather, gravel and sand-type roads (No 934 on legend) ran in the vicinity of Msty Wielkie, Bels, Ostrow and Siesiesow. All of these towns and villages are located west, south and southwest of Sokal. More loose-surfaced, dry-weather, gravel and sand-type roads (No 935 on legend) ran in the vicinity of Urynow and Komotay. These were located northwest and north of Sokal.
6. They were considered to be principal dirt roads. The roads were approximately five meters wide. They had a stone and sand-type foundation. Continual maintenance was required but was given only during the dry season by the

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STATE ARMY

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villagers and farmers. The dirt roads were called polna doroga. During the dry season and winter these roads occasionally were capable of bearing heavy traffic.

7. The dirt roads were not crowned nor did they have drainage ditches running alongside the roads. During the spring thaw and rains these roads become so deeply rutted and filled with chuckholes that it was easier to ride alongside the roads on the farmer's fields to avoid breaking an axle on a wagon or buggy.
8. A number of dry-weather, dirt roads (No 935 on legend) run in the same vicinity as the above principal dirt roads. These were secondary roads. These roads were approximately three to five meters wide and were never maintained.
9. At one time these secondary roads had been cart tracks used by the farmers for inter-village or farm communication. Eventually they became secondary roads. During the spring thaw or rains it was possible to travel on these secondary roads but the going was extremely rough as they became deeply rutted and very uneven. During winter these roads occasionally were capable of bearing heavy traffic. The secondary roads were not crowned, nor did they have drainage ditches running alongside the roads.

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✓ [redacted] Central Europe map, scale 1:250,000, Sheet 25X1
 8.51, AMS Series M506, Lompa, Poland; Russia indicating the various roads with legend. Unclassified.

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